

Rev. A. Fairchild, New York City



THE CROLEY ORDINANCE.

YESTERDAY afternoon a number of citizens of Bristol waited on the Senate Committee on Judiciary Local at Harrisburg, and were heard on the subject of the proposed Act to repeal the ten thousand dollar debt limit in the borough charter. Some objection having been made to the measure an amendment to the bill was proposed, providing that no money borrowed by the Burgess and Council should ever be used to purchase the water works, and this being acceptable to all parties, and the opposition having been withdrawn, the bill as amended was considered to be favorably reported. Among those present were ex-Burgesses Grundy and Penimore, Councilmen Maule and Strauss, Commissioner Gilkeson, A. Weir Gilkeson, William S. Wright, Charles F. Steel, Frank F. Bell, G. M. Dorrance and James Drury, as well as Senator Ross and Representatives Fabian and Fretz. The Bristol delegation returned home feeling well satisfied with their action at the State capital.

Frederick P. Wright, a well-known citizen of Middletown township, died suddenly on Sunday morning, at the public house of his son, J. S. Wright, while the family were at arch.

It is now generally admitted that Daniel M. Leidy, of Point Pleasant, was found dead April 2, committed suicide. At first it was thought he was murdered, but an examination of the books of the firm of which he the active partner has since disclosed a number of false entries, and fact is held to account for his sui-

my wife for my restoration to perfect health." HARVEY HEED, Laceyville, O

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WOOD'S PILLS do not purge, pain or gripe.

And BOOK NEWS is but 5c, a year!

G. W. ADAMS, AGENT.

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Upper Delaware River Transportation Company.

IN EFFECT APRIL 8, 1893.

Steamers Columbia, John A. Warner and Twilight.

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COUNCIL PROCEEDINGS.

FIRST REGULAR MEETING OF THE NEW COUNCIL.

The April meeting of the Burgess and Council held on last Monday night was the first regular meeting of the new Council. The following members were present: T. B. Harkins, Burgess; Peter Curran, Robert Clark, R. T. Petrow, J. R. Grundy, J. H. Kelly, J. C. Maule, William Robinson, G. W. Strauser, E. G. Smith, Lewis Spring, Samuel Scott, Dr. W. P. Weaver, J. T. Whiteley, James Wright and E. M. Wood, Council.

After roll call the Burgess made a short address to Council, saying that he would perform the duties of the office to the best of his ability and asked the united assistance of the members in advancing the best interests of the borough.

The minutes of the last regular and special meetings having been read, the reports of the standing committees were called for.

John C. Maule, chairman of the Finance and Public Property Committee, reported that Byram C. Foster had been appointed custodian of the town clock, and that the consideration of salaries would be taken up in connection with the tax-rate at the May meeting.

The Police Committee, Samuel Scott chairman, reported four arrests for the month—two for assault and battery, one for assault and one for drunkenness, and that 126 tramps had found lodging in the station house. The committee recommended the reappointment of Charles Saxton as Chief of Police.

John C. Maule, chairman of the Application of Trolley roads for the use of the streets of the borough, made the following report:

To the Burgess and Council: The committee to whom was referred the applications of the Bristol and Newtown Street Railway Company, the Holmesburg and Bristol Passenger Railway Company, and the Bristol and Trenton Passenger Railway Company, for rights of way through the streets of the borough, respectfully report:

"That before considering the application of the respective companies your committee believed it would be wise to formulate general rules under which consent would be given to occupy streets, and should Council approve this portion of its work, then to introduce ordinances consenting to such occupation, subject to the general regulations aforesaid."

"The principle involved in the question referred to your committee, riders whatever action Council may take thereon of the utmost importance not only to us of to-day but to generations to come. The construction and maintenance of our highways is the largest item in our annual expenses, and their proper or improper care, or entire neglect, is the part of municipal administration which most closely touches the daily life of the people. Belonging as the streets of the borough do to the public, for public use, if it be proper at all to grant exclusive privileges therein or thereon to any individual or corporation, such privileges should only be granted under and subject, at all times, to the paramount right of the public to the free and unobstructed use and enjoyment of said highways, which carries with it the right of the people, through their representatives, to the control of the same."

"The question of requiring a money payment in return for privileges granted, either by a license on cars or by a tax on gross receipts, has been carefully considered by the committee, but without satisfactory result. The revenue from licenses, unless the law were made absolute prohibitory, would bring in but little, while the charge would operate as an inducement to run only a few cars as possible; and the percentage tax under existing conditions would be hard to reach, as it would be nearly impossible to distinguish with any degree of accuracy between the amounts received for fares within the borough and those received without corporation limits. The only solution of the problem, so far as your committee could decide, was to place the companies under obligations to bear a share of the expense of maintenance and renewal of those streets which they might be permitted to occupy."

"Electric locomotion is a rapidly developing art and endeavor has been made in the general ordinance to provide for the use in the future of that safer and less annoying form of electric propulsion that will, in all probability, ere many years, take the place of the unsightly and often dangerous trolley. The overhead system has, however, been acquiesced in for the present, as it is the only plan now practicable, although delayed by sickness and death in the family of one or two members, has lost little time in considering the matter referred to it, but it has been compelled to move deliberately, the subject being one of such great importance, and whatever legislation it might propose not being only for to-day, or for next year, but affecting the interests of the borough for years to come, possibly long after we, and our acts and deeds, have been forgotten. The accompanying ordinance is respectfully submitted to the committee, with a favorable recommendation, not as perfection, but as an earnest endeavor to protect the rights of the public to the use and enjoyment, as well as control of public property, and also to provide a way whereby communication throughout the borough, as well as with the country adjacent, may under prudent restrictions be facilitated."

J. N. C. MAULE, Chm., JAMES WRIGHT, J. R. GRUNDY, E. M. WOOD, Councilmen. Bristol, Pa., 4th mo, 10, 1893. On motion of James Wright the report was received and filed and the

proposed ordinance prescribing the terms and conditions upon which electric roads shall have the privilege of the streets in the borough, was read, and on motion was laid over for consideration at a special meeting of Council to be held on Monday evening, 24th inst.

The Clerk reported the receipt of the following letter from Major Raymond, of the Corps of Engineers of the U. S. Army:

PHILA., PA., March 16, 1893. Mr. J. WESLEY WRIGHT, Clerk of Council, Bristol, Pa.

DEAR SIR,—I hereto acknowledge the receipt of a copy of the preamble and resolutions adopted by the Burgess and Council of Bristol borough on the 13th inst., having reference to the filing of the channel of the Delaware river immediately below the borough, and urging me to take steps for securing the removal of the bar between Burlington and Bristol.

The provisions of the Act of July 13, 1892, prohibit the submission of any project for new work except in the annual report, which is submitted on July 1. Previous to that time I will have the bar examined, with a view to the preparation of a project for the consideration of Congress.

Respectfully yours, G. W. RAYMOND, Major, Corps of Engineers.

John C. Maule nominated the law firm of B. F. & A. Weir Gilkes and W. S. Wright for the office of Corporation Counsel. No other nominations being made, the Secretary was instructed to cast the vote in favor of that firm and the Burgess declared the election.

On motion of Joseph R. Grundy the rules were suspended and an ordinance repealing the ordinance creating a Fire Warden was adopted.

A petition was received from residents of Linden street that Council order paved the west side of that street. On motion of James Wright the matter was referred to the Street Committee to report at the next regular meeting.

A communication from the American Hose Hook and Ladder Company asking an increase of \$50 in their annual appropriation and one from Fire Company No. 1 asking for \$100 increase were, on motion of John C. Maule, referred to the Committee on Fire Protection.

R. Hatfield asked for permission to erect an awning at the corner of Mill and Pond streets. On motion of James Wright, referred to the Committee on Streets and Highways.

William M. Downing, Jr., made application for the lease of the Pond street wharf for a period of ten years at the usual annual rent. On motion of James Wright the leasing of this and the other wharves was referred to the Finance and Public Property Committee with power to act.

The renewal of permits to the janitors of the Public Schools and to Michael W. Ferry for steel mills, as Special Police officers, was referred to the Police Committee with power to act.

The petition of W. H. H. White and Thomas B. Douglas to connect sewer pipe with the Lafayette street sewer was, on motion of James Wright, referred to the Street Committee with power to act.

On motion of Lewis Spring the Borough Surveyor was instructed to furnish the residents on the west side of Linden street the grade so that they can curb and pave.

James Wright placed the name of Charles Saxton in nomination as Chief of Police. No other nominations being made, on motion of J. R. Grundy Dr. W. P. Weaver was instructed to cast the ballot and the Burgess declared him elected.

Bills amounting to \$744.87 were passed and Council then adjourned to meet on Monday evening, 24th inst., to take action on the trolley ordinance.

PERSONAL MENTION.

Wm. C. Watson, publisher of the Lehighton Press, made a pleasant call at the GAZETTE office last Monday.

The Springfield (Mass.) Union, of last Thursday, has the following which will interest a number of the readers of the GAZETTE: A very pretty wedding took place at the home of C. E. Bissell on Andrew street yesterday afternoon. The parties united were Miss Mary E. Wilson and Whiting J. Wilcox. Miss Wilson is the adopted daughter of Alexander Sample, formerly agent for the Broad Brook (Conn.) woolen mills, and Mr. Wilcox is a rising young merchant of Cornwall, Ct. The ceremony was performed by Rev. David E. Jones of Broad Brook, who was assisted by Rev. Ralph W. Brokaw of this city. The bride was attired in white china silk, cut princess style, and her traveling dress was of a heliotrope color, laid to match, trimmed with velvet. There were about twelve guests present, those from out of town being, beside the father and mother of the bride, George Beers of Cornwall and W. A. Temple of Broad Brook. The newly wedded couple left on the 2:30 train for New York, and after an extended wedding tour will return to Cornwall, where they will make their home. A number of nice presents were made.

Fidelity Council, No. 21, Jr. O. U. A. M., on last Thursday night initiated eleven candidates in the Oriental degree. This evening ten candidates will be initiated into Council. Fidelity Council appears to be one of the most flourishing orders in Bristol.

LET IT COME.

BRISTOL, PA., April 10, 1893.

EDITOR OF GAZETTE.—Interest in the trolley does not flag, even if it sometimes shows a sense of quietness. People talk about it although they do not write much about it. They not only talk about it but they expect it. Expectation, however, may not dwell with every one, nor does every one desire the trolley. The spirit of apathy, of opposition to change, of contented adhesion to the old order of affairs, is very different from the spirit of progress and improvement. In the long run the spirit of progress is sure to prevail, the march of improvement knows no halt. Obstacles may retard; they cannot always hinder.

It would be unusual for any important change to command universal favor. Any marked improvement creeps at first, like an infant, it does not fly to success on the wings of public approbation. The introduction of a new thing, even if that new thing be a large contribution to the advantage and facility of daily living, almost inevitably finds barriers with which to contend. If the moon were the only source of natural light, judging by the habitual tendency of human nature, some there are who would oppose the introduction of an improvement in the guise of a brighter luminary. Improvement is fated to fight its way. Progress must ever contend for its triumphs.

The objections to the trolley, whether they be real or imaginary, ought to be respected for their basis of sincerity, and for the merits and force which they may possess. There may be great difficulty in proving that they outweigh the arguments in its favor. Neither the objections nor the arguments need be reiterated at this late day, for the period of controversy now gives place to the time for action. Let me venture the prediction—although it is never safe to predict before the fact—that when the trolley cars make their cheery advent on our streets, and have been long enough in operation to outgrow their novelty, some of the most earnest objectors will be at a loss to know why they objected. With almost all important innovations this is uniformly the case. An improvement justifies itself. A change in the order of practical things eventually furrows its path to popular approval. Favorable recognition is slow but sure. Nothing conquers prejudice like affirmative proof. Reality sweeps away in a trice all the chaff of sentiment. The delicious impulses of selfishness quickly give way in the presence of a tangible gratification of this same selfishness, taking a material form.

If the trolley is feasible, let it come. It is one of the things that belong to the domain of individual advantage; of personal convenience, of general utility, of public welfare. These turn the balance in its favor. When the trolley becomes fairly established in our town, bringing our near and remote neighbors in closer affinity with us, we shall soon learn to value it as a good friend with which we would not part; and the pleasing prejudice that warmly opposed its welcome will be changed to friendliness and wise content.

—Graves in the cemetery at Friesburg, N. J., have recently been neglected, and 200 persons who have relatives or friends buried there, gathered on Tuesday, with the necessary implements to repair and beautify the mounds. The invitation to this peculiar gathering read: "Is this to be the place of your family reunion on resurrection morn? Is it here you love to sit in imagination and call up memories of the past? If so, come out and assist in making it a suitable place."

SENATOR ROSS NOT A CANDIDATE.

The Washington correspondent of the Philadelphia Press writes under the date of April 10th: State Senator Ross, of Bucks county, and State Senator Markley, of Montgomery county, are in the city. They are here presumably to look after fourth-class postoffice appointments in their sections. While they are not in absolute opposition to Mr. Harry and the State administration they are not altogether satisfied with the idea of these people dictating all the appointments. Senator Ross has been mentioned as a possible successor to Judge B. F. Gilkeson, of Bucks county, the present Second Comptroller of the Treasury. The Senator states, however, that he is in no sense a candidate for this position. Any assertion that he is, is entirely without authority. The Senator's ability to fill this position is recognized, however, and his appointment to it would be looked upon as a specially fit one.

A pretty home wedding took place on Jefferson avenue yesterday evening, when Mr. George H. Munster and Miss Lizzie V. McCorkle were married at the home of the bride. A wedding breakfast followed. Only the immediate relatives of the bride and groom were present.

I have been troubled with chronic catarrh for years. Ely's Cream Balm is the only remedy among the many that I have used that affords me relief.—E. H. Willard, Drugist, Joliet, Ill.

I have been troubled with catarrh for ten years and have tried a number of remedies, but found no relief until I purchased a bottle of Ely's Cream Balm. I consider it the most reliable preparation for catarrh and cold in the head.—Geo. E. Crandall, P. M., Quonochontaug, R. I.

PHILADELPHIA AMUSEMENTS.

WALNUT STREET THEATRE.

Rice's Surprise Party has entered upon its second week at the Walnut in the burlesque "1492" and has been playing to large and delighted audiences.

The first act is laid at the Spanish Royal Palace, where Columbus obtains the consent of Queen Isabella to discover the New World. The second act passes on modern Broadway, New York, and the third is in the palace of Ferdinand and Isabella.

The company is a large one and abounds with clever comedians and excellent singers. The various ballets and choruses are important features of the entertainment.

What particularly attracts, however, are the scenic displays. They are varied, well-fitted to the incidents, elaborate and pretty. Mr. Rice uses drop curtains between the acts, descriptive of the historical occurrences.

"Columbus" singing from the bow of his ship that sails gracefully across the stage in the moonlight, introduces the second act very pleasantly. His vision, the discovery of America and the Statue of Liberty in New York harbor are pretty scenes that follow.

Miss Theresa Vaughn plays the leading female part, and her sweet contralto and perfect enunciation in the songs of "Fraulein," a German girl of New York, elicit many encores. Signor G. Perugini takes the role of "Columbus." He has an excellent voice, that is often brought into use. Charles Kirke fills very humorously the part of "King Ferdinand." Other clever participants are Edward M. Favor, "Royal Treasurer"; Charles F. Walton, a tall conspirator; John C. Slavin, a short conspirator; Miss Mae Brauns, a "chappie" of the period; C. J. Alden, a "con" man; James Lee, a "copper"; and Miss Edith Sinclair, "Mary Ann Kehoe."

THE GRAND OPERA HOUSE.

The revival of "The Gondoliers" by the Duff Company at the Grand Opera House should be welcomed by all who appreciate a bright, cheerful, artistic entertainment. Sullivan is at his best in this beautiful music, and it has not before been so completely sung as by this excellent organization. Charles Bassett, whose sweet tenor voice is as fresh as ever, and J. J. Rafael are the two gondoliers, and Lily Post and Elsie Chapin the two brides, while Villa Knox is the pretty Casilda and William H. Hamilton's fine bass gives effect to the songs of the Grand Inquisitor. These are all good singers, and there is no better Gilbertian comedian than J. H. Ryley, who plays the Duke of Plaza Toro. There is a capital chorus and the opera moves with the utmost sparkle and with beautiful musical effect.

Crowded houses welcome the Robin Hood Opera Company of the Park in DoKoven and Smith's opera of the same name. As a whole the rendition is most satisfying. Musically it must be considered as among the highest class comic operas. In point of plot the story is of mingled romance and fun; in scenery and costumes it is beautiful. Misses Hamilton and Dickerson and Messrs Mostyn, Peachey, Pearson, Isham, and indeed all the cast, vocally and in acting, round out as fine a performance as one could wish to see and hear.

THE EMPIRE.

There never was a time when "A Hole in the Ground" wasn't one of the very best and funniest of Hoyt's many popular plays, and there are certainly no signs that in the form presented at the Empire it has lost any of its former attractions. It has been altered in some slight respects, but always in the direction of additional liveliness and a lot of new business introduced that brings it altogether down to date with the freshest.

—There are more things to



